



Boeing Super Hornet & Growler: F/A-18E/F - EA-18G

Hugh Shrakin

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F/A-18E/F Super Hornet & EA-18G Growler The Boeing F/A-18E/F Super Hornet program was born out of a requirement to find a replacement for the cancelled A-12 Avenger II strike aircraft and, through various twists and turns, it became an Grumman F-14 Tomcat replacement and would supplement the smaller, less capable, F/A-18C/D in USN service. Conducting its first flight in prototype form in 1995, Production deliveries commenced in 1998 and the aircraft entered full operational service in the first years of the 21st Century. As well as being the USN's premier strike fighter, the F/A-18F is also operated the Royal Australian Air Force, deliveries commencing in 2010. The EA-18G Growler was developed as a replacement for the EA-6B Prowler in the electronic warfare role. The prototype was flown in 2006 and the Growler achieved initial operational capability in 2009. The Super Hornet has a number of pluses and minuses, but the bottom line is that the aircraft can do the job it was designed for and has potential for future growth as evidenced by the emergence of the Advanced Super Hornet, a growth development of the Block II Super Hornet, primarily aimed at increasing range and reducing the aircraft's radar signature. In the Boeing F/A-18E/F Super Hornet the USN got the aircraft that they asked for; no 'silver bullet', but an affordable evolution from the F/A-18C/D Hornet. This volume recounts the Super Hornet and Growler programs genesis and development and describes the aircraft and systems along with entry into service details, with an overview of customer usage and potential future growth in the shape of the Advanced Super Hornet which emerged in 2013. All facts and figures used in the preparation of this volume come from official sources such as manufacturers, operators, government agencies and test organisations. The volume is copiously supported by black and white photographs and technical drawings

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